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THE TEAM OWNERS REVIEW

Official Organ: The National Team Owners' Association.
American Association of Transfer Companies.

U. S. Department of Agriculture

IT IS THE UP-TO-DATE TEAM OWNER WHO REGULARLY READS THE TEAM OWNERS REVIEW

THE man in the teaming business who wants to be in touch with what is going on in his business, who wants to know the latest improvements in his business, who wants to know how, when and where to save money and make money in his business, cannot afford to be without this paper, the only recognized medium in his trade, the official organ of the associated teaming interests of the country, and the journal which always knows and says what is what in THE TEAMING BUSINESS.

THE TEAM OWNERS REVIEW

Has been published since January 1, 1902. It has subscribers in every part of the United States, as well as in Canada and Mexico.

Every issue is filled with valuable information which you cannot get any other way.

ARE YOU A SUBSCRIBER?
IF NOT BEGIN NOW, AND
....BE UP-TO-DATE....

THE TEAM OWNERS REVIEW,

705 Renshaw Building,

PITTSBURGH, PA.

JUNE, 1911

THE TEAM OWNERS REVIEW.

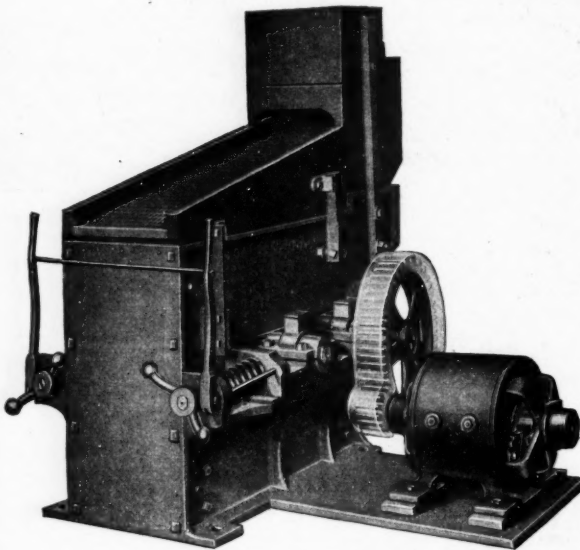
ALWAYS IN THE LEAD GIBSON

DIRECT CONNECTED

OAT CRUSHERS AND CORN CRACKERS.

NO BELTS

A SELF CONTAINED UNIT



Patented June 8, 1909

Furnished complete
with or without
Steel Platform

READY TO RUN

No expert mechanics
required to install
them

Just set them on the
floor or platform, wire
up motor and go ahead



WE GUARANTEE our Oat Crusher to save 15 per cent. in your feed bill and keep your horses in better condition in every way.

We don't ask you to buy, just try one. It will sell itself to you. We send them on trial. If they don't satisfy you are under no obligation to buy.

Send for Catalog and ask the man who owns one.

AGENTS WANTED

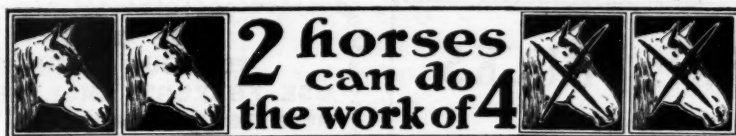
GIBSON OAT CRUSHER CO.

Patentees and Sole Manufacturers,

1532 McCORMICK BUILDING, CHICAGO.

GEO. DRAKE SMITH CO., Eastern Sales Agents, 1161 Broadway New York.

When answering advertisements please mention THE TEAM OWNERS REVIEW.



TIMKEN ROLLER BEARING AXLES

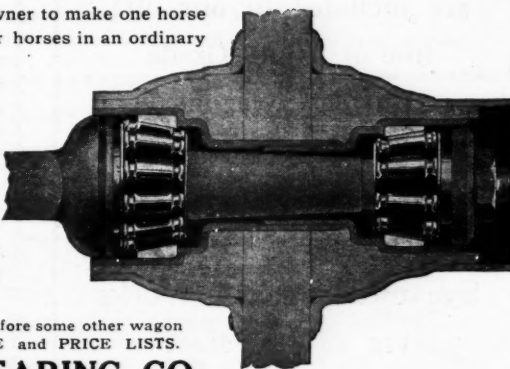
Reduce draft 50%, thereby enabling the wagon owner to make one horse do the work of two, or two do the work of four horses in an ordinary wagon.

Timken Roller Bearing Axles cut feed, shoeing and harness bills in two. They require oiling only once a month or so, thus doing away with the dirty and disagreeable twice-a-week, fifteen or twenty minute job of greasing necessary on ordinary wagons.

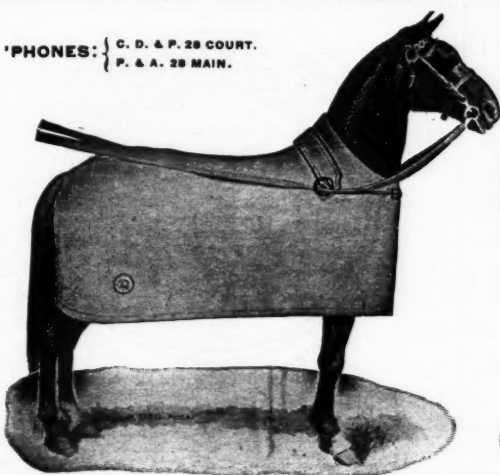
Every wagon you sell with **Timken Roller Bearing Axles** sells another. And there is a larger profit on a wagon with **Timken Roller Bearing Axles**.

If you want **FACTS AND FIGURES** write to-day - before some other wagon builder gets ahead of you - and get **CATALOGUE** and **PRICE LISTS**.

THE TIMKEN ROLLER BEARING CO.
CANTON, OHIO



'PHONES: { C. D. & P. 28 COURT.
P. & A. 28 MAIN.



We are
The Original and Only
Manufacturers of the
Famous

STAG BRAND WATERPROOF

**HORSE
... AND ...
WAGON
COVERS.**

FOR SALE BY ALL LEADING SADDLERS
THROUGHOUT THE UNITED STATES.

Pittsburg Waterproof Co.

435 Liberty Street, PITTSBURG, PA.

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STAKE TRUCKS AND EXPRESS WAGONS

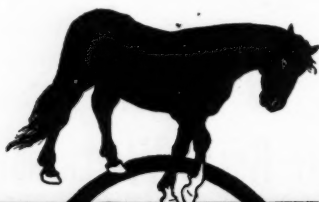
are included in our 1911
line of High Grade
Business Wagons.

Write today for catalogue No. 40 and attractive prices

Sycamore Wagon Works

112 Edwards Street

SYCAMORE, ILL.



WHEN YOUR HORSE GOES LAME

—When he develops a Spavin, Curb, Splint, Ringbone or any other lameness—don't risk losing him through neglect—don't run just as great a risk by experimenting with unknown remedies—don't pay a big veterinary bill. Use

Kendall's Spavin Cure

and cure it quickly and safely without a scar or mark. Read what W. W. Brown of Content, Alta. writes—

"I have used your Spavin Cure for years and have completely cured Foot Rot in my herd of cattle and Splints and Spavins on horses. I find that it cures wherever it is faithfully applied.

Thousands of other horse owners have had the same experience. For over 40 years Kendall's Spavin Cure has been the old reliable remedy. It has saved millions of dollars for horse owners. Go to your druggist—get a couple of bottles to keep on hand. Price \$1 per bottle—6 bottles for \$5. Ask him also for free book "Treatise on the Horse"—or write direct to us.

Dr. E. J. Kendall Co.,
Enosburg Falls,
Vermont,
U.S.A.

**"BE GOOD"
TO YOUR HORSES
USE FRAZER'S AXLE GREASE
AND MAKE IT EASY FOR THEM.**



Recognized as the **STANDARD Axle Grease** of the United States.

Many Thousand Tubs of this Grease are sold weekly to the Truckmen of New York City, their Trucks are loaded heavy and a saving of both time and money is made, one greasing lasting two weeks or longer. Ask your dealer for **FRAZER'S** with label on. It saves your horse labor and you too.

FRAZER LUBRICATOR CO., 83 Murray St., New York.

142 MICHIGAN STREET, CHICAGO.



HIGHEST AWARD

World's Fair, Chicago, Ills., 1893.

World's Fair, St. Louis, Mo., 1904.

EVERY TEAMSTER Should try this Polish. You will be surprised how quick it works. Once used always used. Sold by the leading harness houses the world over.

3 OZ. BOX, 10 CENTS. 5 LB. PAIL, \$1.00



THE AVEY WAY

THE AVEY BAG

POSITIVELY PREVENTS WASTE OF GRAIN
And Affords Ample Ventilation.

The Old Style Bag daily increases in cost
Through Loss of Grain.

The Avey Bag pays for itself in a short time

Why hesitate when you can get a

VENTILATED GRAIN SAVING BAG

for the same price as the old style
suffocating and grain wasting bag.



THE OLD WAY

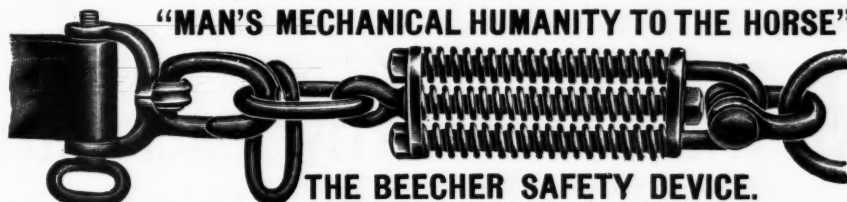
J. G. GAREIS CO., 123 Seventh St., PITTSBURG.
THEO. GABRYLEWITZ, 28 N. Fifth St., PHILADELPHIA.
AVEY HUMANE FEED BAG COMPANY, 110 Worth St., NEW YORK.

Beecher Draft Spring Co.,

New Haven, Conn.

Write for Catalogue.

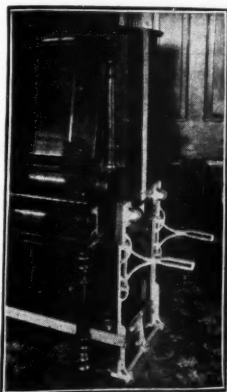
"MAN'S MECHANICAL HUMANITY TO THE HORSE"



THE BEECHER SAFETY DEVICE.

CONVENIENT, DURABLE,
PRACTICAL.

Manufacturers of Open Link, Rope Traces, and Lap Loop.



DOWN TO DATE

in improvements and up to time in usefulness

HAVE YOU SEEN THE BILGER TRUCK

It's different from other trucks. Shipped on 15 days
trial and guaranteed for one year.

We also carry a full line of

PIANO WAGONS

the low down, short turn kind, at low down prices.

Catalogue of Piano Mover's supplies sent on receipt of postal

BILGER MFG. CO. - SOUDERTON, PA.

The COMMERCIAL VEHICLE

Published Monthly.

231-241 West 39th St. New York.

Team owners and livery men throughout the country
are seeking exact information about motor driven
vehicles. This can be found in the pages of "The
Commercial Vehicle" which are devoted exclusively
to commercial motor vehicles. The subscription
price is Two Dollars a year. A sample copy will be
mailed to any address on receipt of request.

When answering advertisements please mention THE TEAM OWNERS REVIEW.

A Few Dollars Invested on Easy Terms in a

Twin Falls, Idaho, Orchard

will insure

An Income For Life

sufficient to keep a family in comfort. It will pay for a home that is not an expense, but

A Source of Revenue

Or, for an investment which will pay from 100 per cent. to 500 per cent. every year as long as you live, and longer, after it comes into bearing.

By writing us you can obtain full information and handsome illustrated*booklet.

TWIN FALLS CO-OPERATIVE ORCHARD CO.

869 Stock Exchange Bldg., Chicago.



The Myers & Shinkle Co.

711 Liberty Street,
PITTSBURGH, PA.

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DRAY BOOKS
BINDERS
ALUMINUM ORDER
and
RECEIPT HOLDERS
BLANK BOOKS
INKS, PENCILS, PENS
Etc., Etc.

THE TEAM OWNERS REVIEW.

A Monthly Journal published in the interest of The Team Owners of the United States and Canada.

ENTERED AS SECOND CLASS MATTER IN THE PITTSBURG POST OFFICE.

Vol. X.

PITTSBURG, PA., JUNE 1911.

No. 6

OFFICIAL NEWS

COME ONE, COME ALL.

It is hoped every team owner who can will attend the next convention in Kansas City, Mo. Much work in the interest of our Association will be undertaken, and your advice and counsel is needed. The various local associations have grown and prospered the past year, and their efforts to procure better conditions have in many instances met with success. We are gradually learning how to accomplish better conditions and a good, strong, enthusiastic meeting of our National Association will lead us another step in the right direction.

W. T. BANCROFT,
Secretary N. T. O. A.

AN INVITATION FROM KANSAS CITY.

The Executive Committee of The Kansas City Team Owners Cordially Invite Every Team Owner To Be Their Guests.

The Kansas City Team Owners wish to extend to all Team Owners throughout the United States, regardless of whether or not you are a member of any Association, a cordial invitation to attend the National Convention in our city the week of June 19, 1911.

The Convention Committee has put forth their best efforts in arranging a program of entertainment. The Committee was fortunate in securing the Hotel Baltimore at reasonable rates for our headquarters. This is

one of the best hotels in the West and the pride of our city. Reservations can be made in advance by communicating with the hotel management.

We hope the brother Team Owners will accept this invitation and come to the City of the West with their families and help us make the four days' session a memory of pleasure.

D. A. MORR,
A. T. BARTON,
E. L. BARR,
Executive Committee.

W. N. HINSHAW, President.

KANSAS CITY WE ARE COMING.

Kansas City, we are coming,
In the summer month so warm;
While the busy bees are humming
We team owners then will swarm.

While the bloom is on the clover
We shall travel many a mile,
Teaming Interests to talk over
In a pleasant friendly style.

We are longing for the pleasure
To grasp the hands galore
Of the many friends we treasure
That we'll pray for evermore.

We all know you are waiting
With outstretched hands to greet
While team owners are relating,
In Kansas City we shall meet.

PRESIDENT TEVIS' INVITATION.

To the Team Owners of America:

I take the liberty to address all Team Owners at this time and extend to you a most cordial invitation to be present with us at our next Annual Convention which opens June 19th in Kansas City, Mo.

It is my wish that this Convention may be the most largely attended Convention the

in the same length of time for the last ten years, and this to me is evidence that the employer realizes the assistance his employees can be in his business, and as evidence of such realization has shown his willingness to reciprocate by paying larger wages on the average than has ever been paid in our line of work.

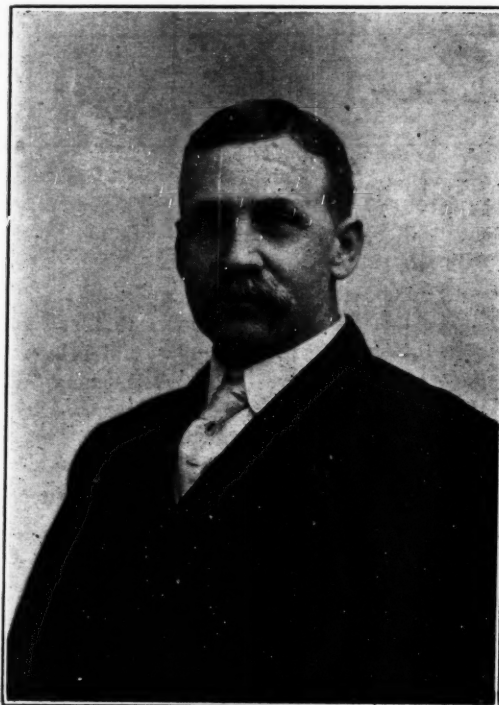
The above named conditions being apparent, I believe to all, I am therefore warranted in anticipating large numbers at the coming convention.

I assume that all organized associations will send their full number of delegates and alternates to the convention, but I want to especially invite all team owners doing business in cities where there are no local associations to attend this convention as visitors. You will be well repaid for the time and money spent as matters of great importance to our business will be discussed, and it will be a great privilege to you to become acquainted with some of the customs of doing business in other cities. Our meetings have always been very helpful to those in attendance, and while the National Association is growing in numbers and in usefulness from year to year, yet we should have a more universal representation among our numbers.

Accept this as an earnest and cordial invitation to be present, and I can assure you the Kansas City Team Owners will extend to you a cordial welcome.

Yours very truly,

HUPP TEVIS,
President.



HUPP TEVIS,
President Team Owners Association of America,
who has filled his office with dignity and
credit for two years, will come
with the delegation from
St. Louis.

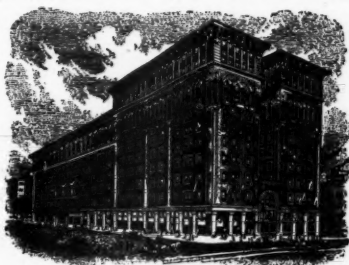
National Association has ever held. I see no reason why it should not be, for the past year has no doubt been one of the most prosperous we have ever known in our business. I believe there has been less friction between employers and employees than we have known

The Empire Roller Fifth Wheel Works of Quincy, Ill., is a firm which is well known to team owners and many of them have been using their roller wheel for years. This wheel is said to be the only practical roller wheel in the wagon trade and its many advantages are constantly demonstrated when applied to furniture wagons, trucks, light or heavy wagons of all kinds.

USE ONLY U. S. HAMES—THEY ARE STANDARD QUALITY.

CONVENTION HEADQUARTERS.

The Hotel Baltimore in Kansas City, which is one of the most modern and handsome hotels in the country, has been selected as the convention headquarters, and the delegates will certainly approve of this choice. The Baltimore is located in the center of the business district, it is easy of access from the railway depot by cars, which it may be well to remember are marked: Independent Ave.,



THE BALTIMORE HOTEL, KANSAS CITY.

Jackson Ave., Chelsean, Quinidad Blvd., or Mount Washington.

The hotel is large enough to accommodate every delegate and guest, which will be an advantage, for both social and business purposes.

In spite of the fact that there will be ample accommodations it will be well, however, to write for rooms in advance.

The Kansas City Convention Committee has established an information bureau in the railway depot and it has also been decided to have reception committees meet all trains.

JOIN THE CHICAGO REUNION.

W. J. Colohan of Chicago writes THE REVIEW that he has finally completed all arrangements for the trip to the convention from Chicago. It will be recalled by readers of this paper, that Mr. Colohan started to work on his plan some time ago and his success is very gratifying. The transportation committee of the Chicago delegation of team owners have agreed to use the Chicago, Burlington & Quincy Railroad to Kansas City, and the suggestion of Mr. Colohan is, that all team owners East of Chicago in making arrange-

ments for their transportation will so shape their plans as to join the Chicago contingent on their train for the rest of the journey. In this way it would be possible to have a "Special Team Owners Train" from Chicago to Kansas City. Apart from the advertising feature of such a train it would also add to the enjoyment and pleasure of the trip, if all the team owners could in this way travel together.

THE REVIEW learns from the Pittsburgh



W. T. BANCROFT,

Secretary Team Owners Association of America,
a hard and earnest worker for the good
of American Team Owners.

representative of the C. B. & Q. railroad that the special train to the convention on that road from Chicago to Kansas City will leave Chicago at 6:15 P. M., Sunday, June 18, arriving in Kansas City the next morning about 8 o'clock. The train will consist of 12-section drawing room sleeping cars, compartment observation sleeping cars, dining car and baggage car. It will be electrically lighted

throughout and represent the highest and most modern equipment in up-to-date passenger travel.

This plan of Mr. Colohan and the Chicago transportation committee appears very inviting and it would seem that if the Eastern delegates could meet the Chicago train it would be a reunion that all would long remember.

FOR HUMANITY'S SAKE.

Dr. Francis H. Rowley, president of the American Humane Education Society, with headquarters in Boston, Mass., says in his last annual report:

"Last summer the Society established twelve drinking places for horses in Boston and Cambridge in squares and at junctions of streets where there were no fountains. This was



ISAAC GOLDBERG,
Vice President of The Team Owners Association of
America. One of the most popular team owners
in the country, who will come to the
Convention with the New York City
Delegation.

made particularly necessary in Cambridge owing to the extensive work done in excavating for the new subway. A man with a half dozen pails had charge of each station. The mayors of the two cities and the water commissioners very kindly gave us their aid in having such hydrant connections made as were necessary. In all 204,750 horses were watered. While this involved an expenditure of about \$1,000, we believe the outlay was fully justified by the results.

"Arrangements have been made whereby the fullest possible co-operation may be secured between the owners and drivers of horses and the Society, for the prevention of cruelty and the better treatment of the horses employed in the teaming industry of the city. Membership badges have been granted to team owners and drivers whenever they would sign a membership card pledging themselves to carry out the purposes of the organization. The movement has but just started, but we believe it has in it a large promise of future good."

CARE OF CITY'S SICK HORSES.

The city of New York maintains the best horse hospitals in this country, according to the *Brooklyn Eagle*. To keep healthy and in condition the 2,500 horses that work every day in cleaning the streets, about \$4,000 is spent yearly for medicine and surgical supplies. Model accommodations are provided for the sick and injured horses, and a staff of veterinarians who devote their entire time to the animals is employed. As among human kind, sickness and disease prevail more among horses in the spring, although exposure and bad pavements are responsible for much suffering in the colder months. Nearly one-fifth of all of the draft horses of the department are lost each year by death through disease or sale through disability. These are mainly western horses which fail to adapt themselves to climatic and other conditions.

The street cleaning department takes pride in the draft horses intrusted to its keeping. Every day all of the 2,500 horses who work on the streets are looked over by a visiting veterinarian, and if any of them show symptoms of disease they are at once taken to the hospital wards for treatment. The drivers have especial instructions that if any horse they are driving appears to be ailing they shall take him immediately to his stable. If the illness seems serious they are to stop working and send for the department's ambulance to carry the animal where he can be cared for.

NEW ENGLAND NEWS

New England Office, 79 Portland Street, Boston, W. D. Quimby, Manager.

The regular monthly meeting of the Boston Team Owners Association was held on May 5 at the Revere House with 35 members present, when President Flanders called the meeting to order after dinner had been disposed of. The secretary presented applications from J. B. Smith, J. F. & W. T. Harney and George E. Hildreth for membership in the Association. These being in proper form were offered to the meeting for action and resulted in the unanimous election of these three concerns to membership.

The term of Mr. Albert B. Sampson as a delegate to the Massachusetts State Board of Trade expiring on October 1, Mr. J. P. O'Riordon was elected to fill this position for a term of three years from that date.

The matter of "glanders" was again presented for consideration and Mr. Quimby, speaking at length, urged the desirability of interesting all horse owners in the various towns in the state in aiding in a strong endeavor, by legislative work, to procure remuneration for horses destroyed on account of this disease. He was followed by Dr. Burr and Dr. Wood who gave interesting data in this connection gathered from their experience with this disease.

DIRECTORS' MEETING.

At the last meeting of the board of directors of the Boston Team Owners Association held in the Revere House 10 members were in attendance.

Chairman Quimby presided and was authorized by unanimous vote to have full charge in the matter of soliciting and collecting subscriptions throughout the state for the purpose of defraying expenses to be incurred in endeavoring to have the next legislature act favorably in the matter of remuneration for horses destroyed by the authorities on account of glanders and for efforts in all directions looking to the elimination of this disease, and other benefits for horse owners.

Mr. W. E. Loveless was appointed a committee of one to co-operate with the Work Horse Parade Association in the endeavor to make effective the ordinance regarding the disinfecting of blacksmiths' shops.

Mr. W. C. Bray was authorized to solicit all the members to join the movement for mutual remuneration for horses lost by glanders.

Messrs. C. Bowen, Bray and Stebbins were appointed a committee to appraise horses condemned with glanders and belonging to members of the "Local glanders fund" and to fix the rate of remuneration for the same. This to become operative July 1, 1911, and apply to losses subsequent to that date.

The secretary was granted leave of absence from June 20 to October 1.

GENERAL NEWS.

Everything is in readiness for the celebration of Team Owners Day and the outing of our Association, which will be held on June 17, and all are anticipating an excellent day of recreation and enjoyment. We are going to have a Souvenir Program printed, which is now nearly complete. It would seem that the attendance will be even larger this year than last, and what we are particularly hoping for is good weather for the occasion.

The proposition we took up about a month ago on glanders is progressing very finely. We are raising some money for the purpose of bringing about legislation and other conditions that are to the advantage of the horse owners in Massachusetts.

I have just received notice of a patent issued to me on a glander-proof watering trough. I have a watering trough that has never been equaled as far as the protection against contagious diseases go.

To anyone interested in a glander or distemper-proof trough for their stable, who will write me, I will send them a booklet and all information in regard to it.

USE ONLY U. S. HAMES—THEY ARE STANDARD QUALITY.

I believe this is the first step in the right direction. We want to do everything possible to stamp out this disease, or at least reduce it to a minimum, as there are thousands of horses killed every year.

The Work Horse Parade Association have about 375 more entries this year, and they are going to change their system of judging. This year our plan is to judge a team every ten seconds, therefore reducing the increased parade to about three hours. Before they have all been judged in classes and the parade would not start until about 10.30 and would keep the drivers the whole day from any other entertainment they might desire to attend.

W. D. QUIMBY.

LONDON WORK HORSE PARADE.

On the fifth of this month the London Work Horse Parade will be held and all arrangements for the affair have already been prepared. England, as is well known, is the home of the first work horse parade and the present event in London is the 26th to take place. On this occasion King George V has promised to act as a patron of the celebration. It is also intended to increase this year the money prizes by awarding to all first prize winners a special badge to commemorate the Coronation of His Majesty King George V., in addition to the ornamental brass, the gift of the R. S. P. C. A. Also the usual Shire and Suffolk premiums will again be offered for horses of the best type, irrespective of breed. Corporations, borough councils and similar public bodies compete between themselves in a separate section. The excellent competition for men of good character who can show a long and unbroken term of service with the same employer will also be continued. The fact that even Royalty takes an interest in the work horse parades in England shows the importance they have attained.

The New York Street Cleaning Department employs 2,400 draft horses.

UNIFORM BAGGAGE REGULATIONS.

Uniform rules for the handling of baggage went into effect on all the railways of the United States and Canada on May 1st. Heretofore there have been considerable diversities in the rules of the railways in different parts of the country. Changes have been made in the more important rules and also in numerous details.

One of the important changes relates to the handling of corpses. The rules of the eastern and western lines have heretofore been so different that passengers accompanying



W. J. McDEVITT,
Treasurer of The National Association, who will
attend with the rest of the Cincinnati
Delegation.

corpses have had to leave trains at gateways between east and west and re-check them. In many instances the passenger has arrived at a junction ahead of the corpse and had to stay over in order to wait for it. Under the new system the corpse is checked through to any destination in the United States or Canada, the ticket for it being endorsed with the number of the baggage check and the baggage check being endorsed with the number of the attendant's ticket, thus preventing confusion.

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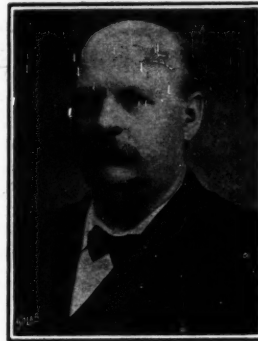
The maximum permitted weight of caskets and their contents is 500 pounds. All weight in excess of this will be charged for at excess baggage rates.

There has been a good deal of controversy in the past between railways and travelers as to what constitutes baggage. The rules of some roads have been rather broad and those of others rather narrow. The most serious controversies have arisen over the carrying of commercial travelers' samples as baggage. Under the new rules there are two kinds of baggage—personal and sample. Personal baggage is wearing apparel, toilet articles and similar effects in actual use and necessary and appropriate for the wear, use, comfort and convenience of the passenger for the purpose of the journey, and not intended for other persons or for sale. Money, jewelry, negotiable paper, liquids, perishable articles, etc., are excluded, and the railways refuse to be liable for damage caused to or by them. Sample baggage is defined as samples of merchandise carried by commercial travelers with the view of enabling them to make sales of goods similar to the samples carried, and not for sale or free distribution by the owner or owners, branch houses, customers or others. This rule is made to include samples carried by "commercial travelers," but to exclude goods carried by peddlers. Money, jewelry, negotiable papers, etc., are not allowed to be carried as sample baggage.

Under the rules heretofore in effect the contracts on passengers' tickets limited the baggage liability of the roads to \$100. Under the new contracts the limit on an adult's baggage will be \$100 and on that of a child \$50. If the passenger declares a greater valuation, excess baggage rates will be charged at 10 per cent. of excess baggage rates per 100 pounds for the distance the baggage is to move. For example, if the excess baggage rate per 100 pounds were \$1 the railway would charge 10 cents for each \$100 of valuation in excess of \$100. No piece of baggage for

one passenger which is declared to exceed \$5,000 in value will be accepted.

Dogs heretofore have been carried by the western lines as baggage free at owner's risk. The eastern roads have had more strict rules regarding their transportation. The eastern rule, with some modification, has been adopted by all lines. Under the new arrangement dogs not exceeding \$25 in value, or not for exhibition or field trials, if muzzled, or in crates, so marked as to show the name and address of the owner, and accompanied by owner, will be checked and charged for at the regular excess baggage rate for the gross weight, the minimum charge being 25 cents.



R. G. MARTIN,

The Dean of the Old Guard, who will lead the Buffalo Delegation to the Convention.

In all other cases dogs will be turned over to the express companies for transportation.

One of the most important changes is to take effect next January. Under the present rules no piece of baggage will be checked which contains more than 40 cubic feet and weighs more than 250 pounds. After the date mentioned an excess rate will be charged for any piece the greatest dimension of which exceeds 40 inches. For each inch of any dimension in excess of 40 inches a charge will be made equal to the charge for 10 pounds of excess baggage, and no piece whose greatest dimension exceeds 70 inches will

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be accepted at all, unless it be immigrant baggage checked at a port of landing.

The purpose of these rules is to eliminate entirely the large trunks in which a great deal of baggage—especially sample baggage—is now handled. The capacity of baggage cars is not unlimited and a good many of the large trunks now used have such great dimensions in one way or another that it is impossible to pile them so as to get efficient loading.—Express Gazette.

HORSES IN CIVIL WAR.

The destruction of horses during the Civil War was enormous. In the fiscal year 1864, the government purchased for the federal armies in round numbers 190,000 head of horses. There was one period of eight months of that year when the army of the Potomac alone used over 40,000 head, and General Sheridan, in his memorable campaign in the Shenandoah Valley, required 150 new animals per day. In addition to this were the unnumbered thousands destroyed also by the Confederate armies.

AN ACROSTIC.

Kansas City, we shall greet you,
And be with you in this June;
Now team owners all are anxious
Soon to see your bustling town.
All of us then will be happy,
Since we like your push and style.

City of the Western prairie
I'm sure we'll enjoy awhile,
There to mingle with each other;
Yes, we'll clasp each hand and smile.

A. CHARD.

The horses in the New York Fire Department are shod by a traveling horseshoeing wagon, which since its introduction has proved a great saving in the department.

AMONG THE ASSOCIATIONS

Minneapolis, Minn.

In looking over THE REVIEW, which arrived to-day, I read with interest an article of Mr. Quimby, in which he states that only "Four States in the Union pay for horses condemned for glanders." In this statement he omits Minnesota.

In Minnesota, the law provides for an appraisal of a horse supposed to be infected with glanders, by three appraisers, the maximum, however, being limited to \$75.00. If the owner believes that the animal is not infected with glanders, he may file a written protest, and in that case a board is appointed to consist of three licensed veterinarians, who shall appraise the animal and if they decide to kill it, then they must make a regular autopsy. If it shall be determined that the horse did not have glanders its full value must be paid, otherwise three-fourths its value, with a maximum appraisal at \$75.00. This allows about \$57.00 for each horse killed for glanders.

Under this law I have in several cases obtained a small compensation for horses having been killed on account of glanders. In one case, by filing a protest, I prevented the killing of the horse and a retest a month later showed that the State Veterinarian had been mistaken in his diagnosis.

Glanders, has, however, been almost entirely stamped out in Minneapolis, by the closing of the public horse drinking fountains.

At present the teamsters carry their own pails and at each fountain instead of a public trough, there is a faucet, at which they can get water. Thus there is no infection of drinking fountains.

They probably will never be opened again.

Up till now business has been quiet at Minneapolis, but is picking up again. The Cameron Transfer & Storage Co. has just completed a large five-story fireproof cement concrete warehouse, with basement fireproof stables for ninety horses.

Within the last two months the warehouse

men of Minneapolis have seen the advantage of getting together and have formed an association with Mr. W. W. Morse at its head. Mr. Morse is the owner of the Security Warehouse Co. of this city and is likewise a member of the Draymen's Association of Minneapolis.

The Boyd Transfer & Storage Co. have been greatly increasing their equipment, and their storage warehouse, shops, garage, etc., take up a whole half block of land. They are now operating their hauling very largely by auto trucks, using them especially in long hauls.

W. B. BABCOCK,
Secretary.

Kansas City, Mo.

The Kansas City Team Owners Association is experiencing some difficulty in keeping the open fountains of this city closed, but we claim it is the only way to effectually eradicate contagious diseases. The Humane Society and other personal interests are trying to have installed "so-called" sanitary fountains, but the Kansas City boys are wide awake this year and are determined to look after their best interests, which is the faucet and bucket system for the horse, both from a humane and sanitary point of view.

C. E. WAYNE,
Secretary.

St. Louis, Mo.

The St. Louis Team Owners Association held their regular meeting Thursday evening, May 11. The meeting was well attended and a great deal of enthusiasm was shown amongst the members as we had quite an amount of business to transact. Two new members were added to our roster. We have more appointed committees on different propositions at present than we have had for some time in the past. The matter of the Freight Delivery Order, which is in the hands of our railroad committee, was taken up again with the Freight Agents' Association lately. Our committee submitted a form at this meeting which is now under consideration and very

likely the system will be installed, in reference to freight pilfering. We have a committee of three appointed to act as an arbitration commission. This committee will look after all street car accidents that may occur to any of our members, such as damages to wagons and killing or injuring horses. This committee will meet with the officials of the United Railways Company in the near future. Several of the officials of the railway company have expressed themselves that the suggestion of the St. Louis Team Owners Association was a very good one.

A committee is also appointed to take up the license question with our Hon. Louis Alt, license collector. We have a number of team owners stabling in the county who will haul freight to and from our city without paying a St. Louis wagon license. We also have some team owners, who make their homes in the city of East St. Louis in the State of Illinois across the Mississippi river, who will haul merchandise to and from our city without paying a license. Our license for a two-horse wagon is \$5.00 per annum and just as soon as a St. Louis team owner does any merchandise delivering to or from East St. Louis side, he is compelled to pay East St. Louis license at the rate of \$10.25 per annum.

Our committee of arrangements for the coming convention at Kansas City, June 19, made their report in full recommending that we go by the Wabash railroad. The report was unanimously accepted. The Wabash railroad will be the official route of the St. Louis Association. The Wabash line runs through the most beautiful part of Missouri and is equipped with large and comfortable coaches which will be exclusively selected for our party and their guests. This train leaves at 2.15 P. M. and we would advise, and shall be delighted, if team owners who are going to attend the convention at Kansas City and go by way of St. Louis, will make arrangements to join us in this pilgrimage.

A committee from our association will be at the Union Station to meet all incoming trains and receive their Brother Team Owners

with open arms, who will endeavor to make their short stop in St. Louis a pleasant one.

The Wabash has four daily trains between St. Louis and Kansas City, as follows: 9.04 A. M., 2.15 P. M., 9.01 P. M., and 11.30 P. M., arriving at Kansas City at 5.34 P. M., 9.40 P. M., 7.00 A. M., and 7.46 A. M.

A. J. KUEPFERT,
Secretary.

Chicago, Ills.

The regular monthly meeting of the Chicago Commission Team Owners Association was held at the Briggs House on the evening of May 13. The most important business of the evening was the installation of our new officers for the ensuing year, which function was performed with due ceremony and eclat. At the termination of the business session we all adjourned to our favorite café across the street and we spent several social hours in a discussion of association matters. The coming convention was the main topic and I feel certain all of our members who intend to go are looking forward to this event with a great deal of pleasurable anticipation.

Business on South Water street, I am pleased to say, is improving.

A. CHARD.

CAPACITY OF THE HORSE.

Endurance is the horse's weakest point. Ten hours a day is often assumed as his working period. Authorities claim that eight hours is better, or that six under a heavier load will accomplish the same volume of work with less tear and wear on the horse. The average farm horse cannot be depended upon for more than thirteen to fifteen miles of pull a day, nor more than four to six hours of work per day, as an average of even the busiest months. Properly handled, working about six hours a day, well and carefully fed, a horse may have a working life of ten years of 1,000 hours each. The average farm horse will do well to develop 500 horsepower hours per year, or 5,000 in ten years. About twenty per cent. of the horse's weight may be taken

as his maximum sustained draft and six to eight miles per hour his maximum sustained speed for anything more than an hour or so per day. The draft horse ordinarily gives the largest volume of work per day at about one-half his maximum load, and one-third his maximum speed.

A UNIQUE LOAD

A Team Owner Who Hauls Sassafras Root From Indiana to Kentucky.

L. Hammersmith, a team owner in New Albany, Ind., hauls a line of goods which is probably not handled by any other drayman in the country. Mr. Hammersmith hauls for the Kentucky Essential Oil Company of Louisville, Ky., sassafras roots, which are dug out of the ground near New Albany. The oil company grinds and distills them to make sassafras oil. This oil is extensively used all over the country as an ingredient to liniments,



and also as a protection against rust when applied to tools. As far as can be learned, this is the only place in the United States where the sassafras roots grow in sufficient abundance to make them of commercial importance, and that is the reason the Hammersmith company gets to hauling them. The accompanying illustration shows one of Mr. Hammersmith's wagons with a load of the roots being conveyed to the oil company's factory.

A man in Buffalo, N. Y., has invented an auxiliary horseshoe, which can be used when the regular shoe is somewhat worn.

AMERICAN TRANSFERMEN'S ASSOCIATION**OFFICIAL CALL FOR ANNUAL CONVENTION AT CHATTANOOGA, TENN.**

The members of the American Transfermen's Association will hold their convention this year at Chattanooga, on June 20, 21 and 22, and a very full attendance is looked for.

The organization has now been in existence eleven years, it having been formed in Buffalo, N. Y., in 1901. There are at the present time about 70 of the largest transfer companies in the United States and Canada represented in the association, which has done a great deal of earnest and successful work for the benefit of its members.

The headquarters of the convention in Chattanooga will be at The Hotel Patton.

A cordial invitation is extended to all Passenger and Baggage Transfer Companies to be represented at this convention, whether they are or do become members or not.

WM. A. BROWN,

Secretary-Treasurer,

St. Joseph, Mo.

HOW THE EXPRESS COMPANIES ARE FARING.

Earnings of the major express companies are progressing at a rate which promises to insure for them a prosperous year. American Express, the largest of the "Big Four," and United States Express, the smallest, are enjoying the greatest prosperity in their history. While net of Adams and Wells-Fargo shows a decrease, the present dividend rates are in no wise endangered.

American Express for the six months ended December 31 last had an 18 per cent. increase in gross, but a 20 per cent. increase in cost of handling this extra traffic, and in general expenses brought the gain in net down to 7 per cent. A continuance of earnings at this rate should show 20 per cent. earned on the \$18,000,000 stock for the full year, not to mention outside sources of income.

Principally because of its acquisition of the new business of the Frisco lines and institution of operating economies United States Express in the first half-year boosted gross 25 per cent., and nearly doubled net. Although the second half-year will suffer by comparison, nevertheless for the full year over 10 per cent. should be shown on the stock.

On account of the disastrous November strike and generally higher operating costs, Adams shows the largest falling off of the four companies and it does not seem likely

that over 15 per cent. can be earned from express business proper. That, however, with income from investments, should permit of the addition of substantially \$1,000,000 to a surplus which now aggregates over 200 per cent. of capital stock.

Wells-Fargo, at one time, bade fair to run behind dividend requirements from express operations. However, through an enormous Christmas business it retrieved itself and from present indications will show the 10 per cent. on its \$24,000,000 stock earned by a safe margin.

In the following tabulation we show a capitalization, gross and net earnings and percentage on stock of the leading four companies for first half of the current fiscal year to end June 30 next:

Adams—Capital, \$12,000,000; gross, \$17,274,894; net, \$895,731; per cent. on stock, 7.4; American—Capital, \$18,000,000; gross, \$21,641,383; net, \$1,845,717; per cent. on stock, 10.2; United States—Capital, \$10,000,000; gross, \$10,682,094; net, \$552,864; per cent. on stock, 5.5; Wells-Fargo—Capital, \$24,000,000; gross, \$13,221,747; net, \$1,302,304; per cent. on stock, 5.4.

The freight handlers in Chicago appeared to have some grievances early last month, which threatened a strike, but fortunately all trouble was adjusted and the strike was averted.

THE TEAM OWNERS REVIEW.

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THE NATIONAL TEAM OWNERS ASSOCIATION
AND
AMERICAN TRANSFERMEN'S ASSOCIATION.

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THE TEAM OWNERS REVIEW is published in the interest of the men and companies who are engaged in what may be comprehensively called "the Trade of Teaming," to which belong Transfer Companies, Express Companies, Truckmen, Carters, Hauling Companies, Livery Stable Owners, etc., etc.

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Please mail all correspondence for publication, so as to reach publication office by the 15th of month.
Write on one side of the paper only.
Write all names plainly. When writing over an assumed name, always give the editor your right name also, as anonymous communications cannot receive attention.

THE TEAM OWNERS REVIEW,
PITTSBURG, PA.

Vol. X. June, 1911. No. 6.

In about 45 different cities in the United States team owners are now getting ready to attend the next annual convention of the National Team Owners Association of America to be held this month in Kansas City, Mo. It will be the ninth time since the National Association was organized that the delegates will gather together for purpose of deliberating, discussing and acting upon matters of interest to the team owner and

The National Team Owners' Association.

Officers:

Hupp Tevis, St. Louis.....President
Isaac Goldberg, New York City...1st Vice President
W. H. Fay, Cleveland, O.....2nd Vice President
W. J. McDevitt, Cincinnati, O.....Treasurer
W. T. Bancroft, Kansas City.....Secretary

American Transfermen's Association.

Officers:

L. H. Adams, Portland, Ore.....President
J. C. Howell, Chattanooga, Tenn...1st Vice Pres.
J. M. Dunn, Richmond, Va.....2nd Vice President
J. T. Sanderson, Colorado Springs, Col..3d V. Pres.
W. A. Brown, St. Joseph, Mo.....Sec'y & Treas.

his business. There are some team owners who have attended every convention since the first one took place in St. Louis, Mo., in 1903, some of them, owing perhaps to business reasons, or other causes, have not been able to attend every meeting, but we venture the assertion that any team owner who has ever been at one of these gatherings of his fellows in the teaming business, has gone home fully impressed with the fact that he has had a very good time. We do not mean this only in a social sense, but also from the viewpoint of the team owners' business. In our opinion the team owner who has been at a convention and has returned home without feeling that his practical and theoretical knowledge of the business has in some material manner increased, lacks the quality of acquiring knowledge, which may be his by merely listening, seeing and remembering. And that class, we are happy to say, we have never discovered among the team owners we have become acquainted with.

It goes without saying, that the National organization has now gone through the crucible of formation, and has become a well established, permanent organization of business men. It has already accomplished a great many things, which reflect great benefit not upon the members alone, but which affect the entire trade. Nevertheless, we must all agree that many more things have yet to be done; in fact, it is not difficult to foresee that the work of the National body will become more important, more onerous and more

USE ONLY U. S. HAMES—THEY ARE STANDARD QUALITY.

exacting, the longer it will be in existence, and for this reason it will be up to the delegates at each convention to do their best and make the most of the opportunities which the meeting affords.

As far as THE TEAM OWNERS REVIEW is concerned we extend to the ninth convention of American team owners our best wishes for a most successful meeting.

To the team owner who has never met the Kansas City aggregation it will alone be worth the price of his railroad ticket to go to the convention this year and find out what real western hospitality feels like when the Kansans hand it out.

We are game enough to wager a big red apple that everybody who goes to Kansas City will have a good time.

We predict that on the 18th of this month there will be more team owners in Chicago than there have been in many years.

A ENGLISH APPRECIATION.

Our English contemporary in London, England, the *World's Carriers*, published in its issue of April 15 in full the address which Mr. Isaac Goldberg, the vice president of the National Team Owners Association, made before the last convention in Cincinnati, O., and in commenting upon this address editorially, our esteemed contemporary says:

"We have pleasure in printing in this issue a paper read at the annual conference of the National Team Owners Association of America by the first vice president, Mr. Isaac Goldberg, and as every word spoken by him is applicable to the carrying trades in this country we trust our readers will peruse this most carefully, and take to heart the suggestions made and the good advice given. Coming from a leading official of the National Association of Horse Vehicle Owners in America, it deserves special attention, and we trust it will come as a tonic, refreshing and stimulating, to those who have been working with the same end in view in this country, and who

perhaps after heavy labors are feeling the usual reaction. Need for organization is nowhere more apparent than in the carrying trades, and we think it is a good sign that members of every branch are co-operating in some of the most important provincial cities to secure the necessary influence to deal with local authorities and with matters affecting their interests in the district in which the business of their members is carried on."

VEHICLE TAX REDUCTION.

An ordinance has been introduced in councils of the city of Pittsburgh for the reduction of the vehicle tax. It is proposed to cut the existing tax in half. The present tax is \$6.00 per year for one horse, \$10.00 for a two-horse team, \$13.00 for a three-horse team.

The ordinance is the outcome of a conference between Mayor William Magee and Thomas F. Ashford, Jr., president of the Team Owners Association. The mayor has expressed himself favorably and the ordinance will no doubt be passed.

Last year the vehicle license tax yielded \$76,057.70 to the city treasury. The tax is higher than that of any other city in the country. A small village in Alabama has a tax of a similar rate, but that is the only place on record. The proposed tax will be the same as that of the other large cities of the country.

A LUCKY TEAMSTER.

Coins and crumpled bills to the amount of \$2,495 greeted the eyes of Peter J. Pitts, a teamster of Boston, Mass., when his horse backed a wagon over a discarded lounge which had been thrown out into an East Boston street.

Pitts was loading the refuse when a wheel of the wagon broke the lounge and disclosed the money. His shouts brought a crowd of workmen, to whom he gave a share of the treasure and a holiday was at once declared. No clue to the original owner of the money has been found.

MARKETS

The Horse Market.

There appears to have been a generally increased demand in the horse market lately, which, of course, has had the effect of keeping the price of good stock pretty well up. We hear from St. Louis that buyers from the East were largely in the majority at the horse market of that city. The inquiries came especially from New York State and Eastern Pennsylvania, even many of the New England States coming into that market. Wagon horses were the ones most eagerly sought after.

Chicago advices state that the trade there had a more uniform tone with prices somewhat advancing. The same demand from the East, which manifested itself in St. Louis, was also noticed here.

Grain Markets.

CHICAGO, ILL.—Corn No. 2, $53\frac{3}{4}$ @ $54c$; No. 2 white, 54 @ $54\frac{1}{4}c$; No. 2 yellow, $53\frac{3}{4}$ @ $54\frac{1}{4}c$; No. 3, $53\frac{1}{4}$ @ $53\frac{1}{2}c$; No. 3 white, $53\frac{1}{4}$ @ $53\frac{3}{4}c$; No. 3 yellow, $53\frac{1}{4}$ @ $53\frac{3}{4}c$; No. 4, 51 @ $52\frac{1}{2}c$; No. 4 white, $51\frac{1}{2}$ @ $52\frac{3}{4}c$; No. 4 yellow, 51 @ $52\frac{1}{2}c$.

Oats No. 2, 33 @ $33\frac{1}{2}c$; No. 2 white, $35\frac{1}{4}$ @ $35\frac{1}{2}c$; No. 3, 33 @ $33\frac{1}{4}c$; No. 3 white, $34\frac{1}{2}$ @ $35c$; No. 4 white, $33\frac{1}{2}$ @ $34\frac{1}{2}c$; standard, 35 @ $35\frac{1}{4}c$.

PITTSBURGH, PA.—Hay and Straw: These prices are for car lots, based on actual transactions. Retailers charge a slight advance. No. 1 timothy, $\$24.75$ @ 25 ; No. 2 timothy, $\$22$ @ 23.50 ; No. 1 clover, $\$17$ @ 17.50 ; No. 2 clover, $\$15$ @ 16.75 ; No. 1 mixed, $\$20$ @ 21.50 ; oat straw, $\$9.25$ @ 9.75 ; wheat straw, $\$9$ @ 9.25 ; rye straw, $\$9.50$ @ 10 .

Corn and Oats.—Corn: 2 y. e. c., $67\frac{1}{2}$ @ $68\frac{1}{2}c$; 3 y. e. c., $55\frac{1}{2}$ @ $56\frac{1}{2}c$; 2 y. s. c., 60 @ $60\frac{1}{2}c$; 3 y. s., $59\frac{1}{4}$ @ $59\frac{3}{4}c$. Oats: No. 2 white, $39\frac{1}{4}$ @ $39\frac{1}{2}c$; standard, $38\frac{3}{4}$ @ $39c$; No. 3, $38\frac{1}{2}$ @ $38\frac{3}{4}c$.

Millfeed.—White middlings No. 1, $\$27$ @ 27.50 ; white middling No. 2, $\$26$ @ 26.50 ; brown middlings, $\$25$ @ 25.50 ; C. W. W. bran, $\$26.50$ @ 26.75 .

WHAT A HORSE TEAM COSTS.

Below are given the tabulated costs of a two-horse one-ton delivery wagon, operated in Boston, Mass. These are quite accurate figures and are very interesting and important, especially to those who are not keeping close stable records.

Board of two horses.....	\$ 730
Shoeing two horses	45
Harness repairs	20
Wagon repairs	20
Blankets, etc.	10
Fire insurance	6
Interest on wagon (\$225)	13
Depreciation of wagon (10 years)	22
Interest on two horses (\$400)	24
Depreciation of horses (5 years)	80
Driver	624
Helper	208

Total\$1,820

How does this tally with your experience?
—Warehousemen's Bulletin.

SHIPMENTS BY EXPRESS.

The Interstate Commerce Commission rules: "As damage claims increase expense of carriage and thus effect rates, it is reasonable and to interest of the shipping public as well as of carriers to discourage shipping methods and use of shipping cases that are lacking in safety." It therefore holds that when hats and bonnets are packed in ordinary pasteboard or strawboard boxes, the classification rule of express companies applying minimum weights is not unreasonable, nor would it be unreasonable to refuse such shipments when not crated.

The driver who uses his best energies in the interest of his employer is qualified to become himself a team owner.

EXPRESS COMPANIES' TRUST.

A report from Washington, D. C., states that the Interstate Commerce Commission has decided to investigate the "Express Companies' trust." It is charged in complaints from all sections of the country that this trust has attained gigantic size through collusion with the railroads, and has extorted enormous profits from the shipper.

Petitions from more than 100 cities are the basis for the investigation. They charge that ownership of a majority of the stock of the various express companies has been acquired by several big railway systems; that various express companies own large blocks of stock in railroads over whose lines they operate; that various directors of the railroads are likewise on the directorate of several express companies, and that this is evidence of a gigantic movement to swell profits by maintaining excessive rates.

HYGIENE OF THE FOOT OF THE HORSE.

The teeth and the feet of the horse should receive special attention, for without these in a good, healthy condition the animal's usefulness is in a large measure destroyed, writes Prof. C. L. Barnes of Colorado Agricultural College in one of the bulletins of that institution.

Many horses are so vicious or irritable that they will not allow anyone to examine their feet, to say nothing of cleaning, trimming or shoeing them.

The colt at pasture should have its feet cared for as closely as the matured animal, in order that he may grow to maturity with feet in a healthy condition. The foot of the colt grows so rapidly that the wall will often project far below the sole and cause it to split and form quarter and toe cracks. It is better to use a pair of hoof cutters and rasp and have the feet pared evenly and avoid unbalancing the animal.

Any horse used on the road or street should be shod, but the shoes ought to be changed

every five or six weeks and the feet trimmed in order that the natural growth of the wall may be removed. If the shoes are improperly allowed to remain on the feet for two, three or four months, and in some cases a year, without changing them, the wall becomes excessively long and grows over the shoe. Pressure becomes too great on the sole and bars, resulting in corns, bruised soles and lameness.

A hoof hook should be included among the equipment of a well regulated stable. The feet of the horse should be cleaned every morning before he leaves the stable. The hoof hook will remove all litter, pebbles, or anything that may have become lodged in the foot. This precaution may prevent injury to the sole or sensitive structures of the foot. If the feet become very dry, pack them daily for a week with some form of clay. Then apply lard to the wall, to which may be added pine tar and rosin. This ointment holds the moisture in the feet and prevents further evaporation.

A HARNESS DRESSING.

A very satisfactory and durable home-made dressing can be made as follows: Take one pound of beeswax, two pounds of powdered ivory black, one-half ounce of powdered indigo blue and two quarts of turpentine. Melt the wax, stir in the blue, add the turpentine and ivory black. Continue heating in stirring until the mixture comes to a boil and then remove from the stove. It should make a thick, black paste when cool. If too thin, heat again and boil for a few minutes. Before applying this dressing, the harness should be first cleaned, if necessary using soap and water. After the harness is dry, rub on the dressing and when that is nearly dry polish first with a blacking brush and finally with a flannel cloth. The result is a durable, firm polish that will withstand considerable wetting. After getting dingy and dusty, its lustre can be renewed by wiping thoroughly with a cloth. —The Horse World.

USE ONLY U. S. HAMES—THEY ARE STANDARD QUALITY.

MADE QUITE A JOURNEY**Michael J. Doyle of Philadelphia Took Quite a Pleasure Trip Lately.**

A few days ago the office force of THE TEAM OWNERS REVIEW was agreeably surprised to receive a visit from Michael J. Doyle, son of Michael Doyle, the well known team owner of 18 South Delaware avenue, Philadelphia. Mr. Doyle was on his way home from an extensive roundabout trip, that lasted for about a month. At first he started to see some cousins and aunts, but after he once got started he seemed to enjoy himself so much that he just kept on, and wherever he landed he had a good time. He left Philadelphia on April 9 for Buffalo and Canada. Here he called upon some relatives, and then went until he landed in Chicago. In Chicago he quite naturally fell in with a number of team owners, and as it is customary with Chicago team owners they entertained Mr. Doyle in a royal manner. The same experience he had in St. Louis and Cincinnati. In the latter he was enticed to join a euchre party, where he enjoyed himself amazingly. Of course, with true Philadelphia politeness he succeeded in winning fewer games than anybody else and as a result he carried off the "Booby Prize." When Mr. Doyle came to Pittsburgh he was enthusiastic about the way he had been treated by team owners, wherever he had been. Said he:

"If the National Association had never accomplished anything else than to bring the team owners together from all over the country, it would have been enough."

HORSES KILLED BY BEES.

An army of 80,000 bees, disturbed in their hives by a pair of horses which ran in among the hives, upsetting them, caused the death of the horses the other day near Washington, D. C. The negro driver was terribly stung, but lives. His face is swollen to twice its natural size and both eyes are closed. When

the bees began to pour out of their hives he ran but was pursued by hundreds of the honey gatherers.

The bees belonged to Dr. Reginald Munson, whose home is on the Virginia side of the Potomac river, opposite the national capital.

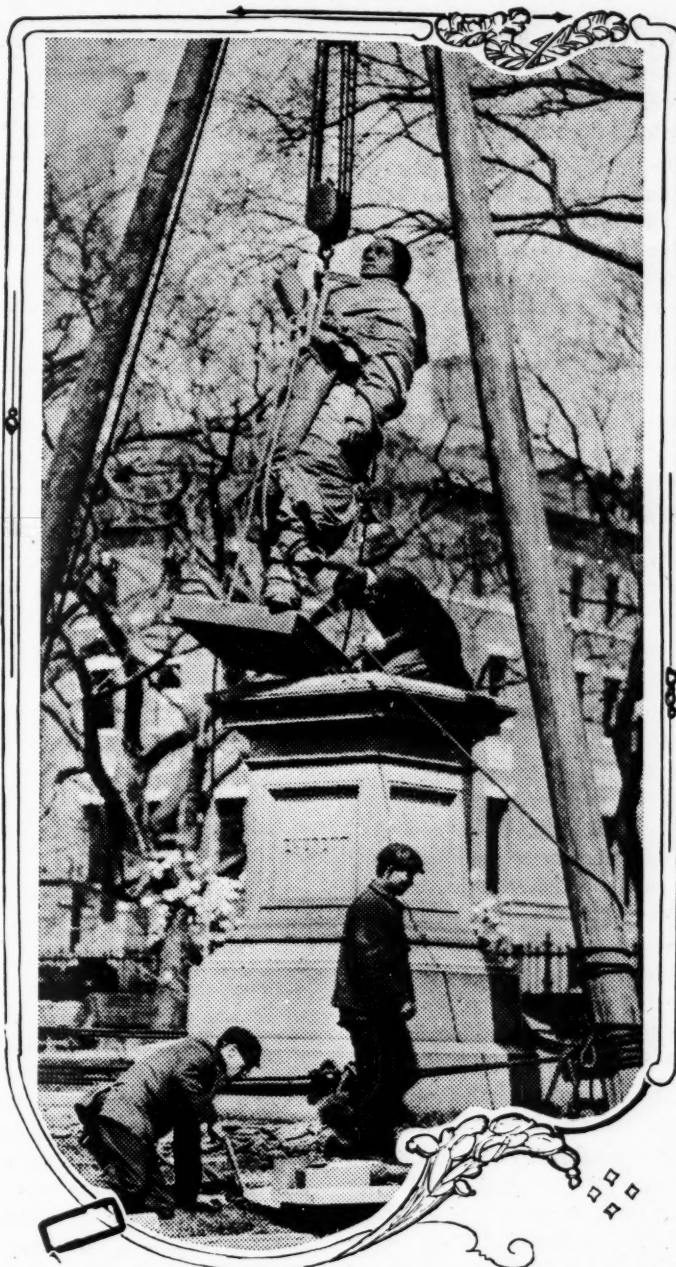
CARRY A CUP IN KANSAS.

A traveler from the East was waiting in a Kansas station for a late train. After a time it occurred to him that a drink of water would be refreshing and invigorating. There was a large tank labeled "Ice Water," in the corner of the waiting room, and he approached it, only to find that there was no cup or dipper wherewith to drink. "Gadzooks!" quoth he to the station agent. "Whereabout shall I find the tankard or flagon?"

"Now, by St. Bride of Bothwell," replied the station agent, "hast thou not heard that public drinking cups are forbidden in Kansas? Should I furnish a cup for general use, the centurions of the Health Department would straightway compass me round about, and smite me with staves, and cast me into a dungeon. Wherefore, old scout, if thou wouldst quaff the kind of nepenthe in yon water cooler, thou must furnish thine own tomato can."

The station agent then girded up his loins and began stoking the stove, and the stranger stood by the water cooler and marveled greatly. Presently five Mexican laborers entered the waiting room. They also were athirst, having borne the heat and burden of the day on the section. They went to the water cooler and applied their mouths to the faucet, and drank deeply, one after another, and no one said them nay. The agent was having the time of his life with the stove. There was no representative of the Health Department present to protest against the outrage perpetrated by barbarous Mexico. Having refreshed themselves at the spigot, the laborers departed from the station. And the stranger marveled greatly.

USE ONLY U. S. HAMES—THEY ARE STANDARD QUALITY.



The well known teaming firm of Youlden, Smith and Hopkins of Boston, Mass., have just completed the interesting job of moving and hauling a 5,000-pound bronze statue of Edward Everett, as well as the granite base, which weighed 12 tons.

In 1866 the public of Boston erected this statue of the great abolition senator of Massachusetts in the Public Garden, but in accordance with a request of the Dorchester Historical Society it was recently decided to remove it and set it up in Everett Square, Dorchester.

When the bronze bolts that held the statue to its base were removed, it was discovered that two of them were missing. The 5,000-pound statue, standing nine feet, had been held in place by only two bolts and both of them had worked loose.

Youlden, Smith and Hopkins transported the statue and base from its former location to the new destination without any mishap and in record time.

HE WANTED TO KNOW.

A correspondent writes us why the two sides of a horse are called the "near" side on the left and the "off" side on the right, and we have replied that the reason is this:

The left side of a horse is called his "Near" side, and the right side his "Off" side. The terms are derived from the times when the driver of the horses in a vehicle walked by their side. In order that his right hand might be instantly available in case of need, he always walked on the left of his horses. The near side of a horse was therefore that nearest his driver, and the off side the furthest off.

STABLE MAXIMS.

There can be no perfect cleanliness and healthfulness without the use of a proved disinfectant.

Disease and health are in direct proportion to foul and pure air.

Micro-organisms are disease producers, and not the products of disease.

Horses kept in impure atmosphere never look well; they work indifferently owing to enervation, legs swell, hair dries, and they require more food for the amount of work done by them as compared with horses kept in a clean, sanitary stable.

That eminent English authority, Coleman, holds that glanders can be produced in a previously healthy horse by exposing him to an atmosphere rendered impure by effluvia from his urine, feces, and perspiration.

We have many diseases of the lower animals, notably glanders, farcy, pleuropneumonia, strangles, distemper, fevers, pink eye, influenza, cattle plague and hog cholera, the poisons of which possess the power of multiplication. In order to prevent further development or multiplication of these poisons, we must destroy them by the use of a disinfectant.

Disinfectants are destroyers of germs;

antiseptics, agents which prevent the growth and production of germs.

An agent may be a disinfectant, an antiseptic, and deodorizer; but a deodorizer may be neither a disinfectant nor an antiseptic.

Chloro-Naphtholeum Dip and disinfectant, because of its powerful disinfecting, antiseptic, and germicidal qualities, is regarded by scientists as the most successful disinfectant because of its unequaled disinfecting and antiseptic qualities.

Chloro-Naphtholeum Dip and disinfectant is a brownish liquid of a pleasant, aromatic odor, and consists of the higher phenols. It is soluble in all proportions of water, forming a milk-white emulsion. It is free from the poisonous and dangerous ingredients of carbolic acid, which have little or no disinfecting powers of themselves (the disinfecting being accomplished by the phenols in same), and is non-toxic and non-corrosive. It can be taken internally in small doses without any bad effect.

Chloro-Naphtholeum Dip and disinfectant stands pre-eminently before all other disinfectants in veterinary practice. It is not only all powerful, but economical as well, costing only one and a half cents per gallon when diluted and ready for use.

WHY A HORSE ROLLS.

Horses are fond of rolling on the ground, and no animal more thoroughly shakes itself than they do. After a roll they give themselves a shake or two to remove anything adhering to the coat. The habit is of much service to horses living in open plains. On being turned loose at the end of a journey an Arab horse rolls in the sand, which acts as blotting paper, absorbing exudations from the body. A shake removes the sand, and the coat soon dries. Cavalrymen in hot climates sometimes put sand on their horses as the simplest and quickest way of drying them.—Selborne Magazine.

USE ONLY U. S. HAMES—THEY ARE STANDARD QUALITY.

CONSTRUCTION NEWS.

THE HAUGH AND KEENAN STORAGE AND TRANSFER COMPANY has opened a new warehouse in Pittsburgh at the corner of Center and Euclid avenues, right across the street from the main building. With this new addition the company will have a warehouse capacity for storage purposes of over 2,000,000 cubic feet.

The new warehouse is a majestic structure, 50x150 feet and nine stories high, not counting the capacious basement, which will be utilized later for cold dry air storage for furs, rugs and other household articles susceptible to moth and deterioration.

The building is fireproof throughout, being constructed of a steel frame with reinforced cement floors, wired fireproof window glasses with steel frames and fireproof doors. Not a piece of wood as large as a match was used in its construction. Hence a conflagration might rage near the structure and do no damage to the building or its contents.

At the rear end is a large freight elevator capable of holding an entire van load of goods. Each floor is subdivided into sections, separated by solid brick walls and having no communication with each other and protected by iron doors. This arrangement, by putting each man's goods in a compartment by itself, is not only the one commended by health, cleanliness, etc., but precludes all possibility of internal conflagration. Even though the goods in one of these rooms might catch fire through spontaneous combustion, the fire could not communicate to the other goods, separated from it by thick, reinforced walls. The building is well lighted, ventilated, steam heated in cold or damp weather, so that goods are kept amid clean, dry, pure surroundings.

A special room is supplied for the storage of pianos and works of art, the pianos being supplied with covers and kept in a room that is uniformly heated through the winter and wet months. In the private rooms household furniture of all sorts, from a small wagon load to several van loads, can be safely stored for

any length of time and at reasonable rates. In this new fireproof building fire insurance is really not necessary, but, if desired, it can be arranged at low rates. The opening of this massive new building, giving the Haugh and Keenan Company the largest capacity of any concern outside of New York, storing furniture alone, is indicative of public approval of their business methods which have enabled the firm to prosper.

THE BOWLING GREEN STORAGE AND VAN COMPANY of New York City has begun the construction of a reinforced concrete addition to its present plant at 248 and 250 West Sixty-fifth street, New York, adding a building seven stories in height, 25x100 feet in size. The building is made sufficiently strong to carry three additional stories later. The first story is to be used for packing purposes and the six upper stories will be divided into one hundred and thirty fireproof rooms, constructed in accordance with the latest rulings of the New York Fire Insurance Exchange. These rooms will hold from three-quarters of a van load to three van loads. The front of the building will have a veneering of yellow brick to correspond with the present structure.

The present building is said to be one of the best reinforced concrete storage warehouses in the United States.

The Haslett Warehouse Company of San Francisco is erecting a warehouse on Townsend street. The construction will be of reinforced concrete and have railroad tracks to enter the ground floor.

The Louisville Public Warehouse Company has completed arrangements for the erection of another warehouse to be known as warehouse No. 2. It will be fireproof, 120x100 feet.

The Philadelphia Warehouse Company formally opened its new fireproof warehouse last month on Beech, below Green street.

USE ONLY U. S. HAMES—THEY ARE STANDARD QUALITY.

HOW TO KILL OFF THE FLY.

Every team owner will be interested in the results of experiments which have been made, that are said to be a certain method of killing and exterminating the fly from stables. These experiments have been conducted by John S. Davis, assistant state entomologist of Illinois. Mr. Davis, after a very exhaustive investigation and experiments with various chemical substances, says: "Iron sulphate has given the best results. It penetrates everywhere and kills practically all the maggots. If sprinkled over the manure it does not harm the manure, indeed iron sulphate solution is sprayed on fields to kill the weeds. And it is cheap: 100 pounds can be bought for \$1.00. That amount will last a long time in an ordinary stable. A solution of one pound in a gallon of water would be stronger than necessary, and a gallon of the solution would be more than enough for a stable where one horse is kept."

It would seem, that in view of the cheapness of iron sulphate, that every team owner could well afford to try the experiment. Just consider what a boon this would be for our horses, especially now that the hot weather is coming, if we could make their lives pleasant after a hard day's work by having the stable "flyless."

HOW OFTEN SHALL HORSES BE FED?

Recently there has been quite an agitation in Seattle over the decision of a prominent transfer company to discontinue the noon-day meal of their horses. This decision has brought forth a storm of protest from the drivers, which ended in a general strike of all the teamsters employed by the company.

The subject of how often and how much working horses should be fed is an old one, and one on which there is no end of opinions. Nearly all concerns using a large number of teams have their own system of feeding, with rarely any two alike. That many working horses are overfed most of us know, and that many are underfed none will doubt who will stand on the street corners for a short time and watch the passing teams. The system

and the amount fed should, as a rule, be determined by the kind of work the horse is doing and the length of time he is allowed after eating to digest his food before resuming work. Horses working eight or ten hours a day are certainly entitled to a midday feed and should have it, providing it is not too heavy, and they have half an hour or more rest after eating. Horses should always be watered before feeding and never immediately after. It is more injurious to digestion and is often the cause of colic to allow a horse to drink heavily on a full stomach of grain.—"Horn and Hoof."

FAREWELL.

Of men about town there's one of renown who's rapidly passing from view, though his fame will live on from the days that are gone as the sturdy old Broadway jehu. From his seat on the back of a seagoing hack he was monarch of all he surveyed; and if he charged double he never made trouble as long as his passenger paid.

Chorus.—So here's farewell to the cabman of the good old fashioned kind, and here's good luck to the old cab horses that trundled us time out of mind. They've done a long turn in the Passing Show and they've both had their joys and their whacks, but they take back seats as the meter metes to the tune of the taxicab's tax.

'Twill be many a year before you'll hear of his like around the town, and many a day along Broadway you'll look for him up and down; but he won't reply to your eager cry of "Cabby, come on, here's a fare!" and you'll hunt in vain if you're catching a train—he simply will not be there.

Chorus.—So here's goodbye to the cabman of the good old fashioned brand, and here's goodbye to his hansom cab and so long to his old hack stand. He's tooled us over many a mile in his two by four wheeled hacks. But call the chauffeur!—hang the days that were! On with the taxicab's tax!

You cannot work a horse by feeding it with next year's oats crop.

Motor Trucks and Automobiles

A Pioneer Motor Trip—Five-Ton Motor Truck is Now On a Journey From The West To Show What It Can Do.

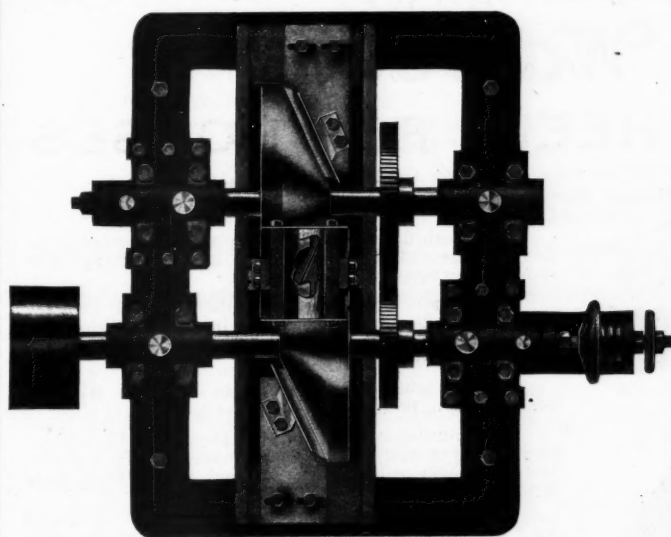
W. J. Westgard, president of the Touring Club of America, has just arrived in New York City from Los Angeles, Cal. Mr. Westgard was in charge on the first leg of a trip from Ocean to Ocean on a motor truck, which was undertaken to demonstrate the practicability of a commercial car for any conditions of road and weather. The car started from Denver, Col., and arrived in Los Angeles on May the 8th, having made the distance in 68 days. At Los Angeles Mr. Westgard left the car and came East by train.

In an interview shortly after getting back to New York Mr. Westgard had the following to say:

"Not for \$10,000 would I repeat that awfully nerve-racking, back-breaking punishment again. The pictures which we made of the hardships we went through tell the story

tions but average every-day conditions; not hardships for a few minutes of a day; but in many instances for the whole day and day after day. Not once in the entire 68 days of the grilling punishment did we have even moderately easy going. We were constantly digging the big truck out of the bottomless mires which only the axles prevented sinking further or planking the road continually with lumber from our cargo to secure traction sufficiently to creep along at a snail's pace. Where there were even the crudest apologies for roads the wide tread of the big machine prevented the rear wheels from tracking in the narrow road, with the result that for many days the dual tires of the back wheels ploughed a deep furrow on both sides which sometimes had a depth equal to the vertical distance from the hubs to the tires.

"I can truthfully say that never in my life have I seen the brutality of the punishment which we had to give the big truck duplicated



**Notice
The
Construction
of the crushing parts
of the
BELL
OAT AND CORN
CRUSHER**

are different than
any other make.
That is why it takes
so little power.

MADE BY

W. L. McCULLOUGH CO., Ypsilanti, Mich.

graphically and I can assure you that these pictures do not represent exceptional condition in the history of any machine. It was a test of the endurance of metals and of men which stands unparalleled in the annals of self-propelled vehicles. The trip proved that a high-class motor truck can be depended upon to haul a paying load under any conditions where wheels can be made to turn.

"The truck got to Los Angeles with its odometer showing 1519 miles from Denver, and its mechanism staunch and strong as when we started out. If there is any damage to the truck I could not detect it and I literally watched its performance in every conscious moment.

"But that there is damage to my anatomy is probably obvious on first glance. I lost fifteen pounds of my good avoirdupois in the strenuous 68 days' service and as I have stated it would take \$10,000 to even tempt

me to go through an ordeal such as I have just finished."

The "Pioneer Freighter" is now on the road to San Francisco, having left Los Angeles on the 19th. It will be piloted on its homeward trip to New York via Chicago by a new crew of which Mr. A. C. Thompson, who was Mr. Westgard's substitute pilot, will be chief pilot.

A Fine Truck Show.

During the first week of last month American motor truck manufacturers held an exhibition at Duquesne Gardens in the city of Pittsburgh. The show was not a very large one, but the exhibits were very interesting and representative. The White Company of Cleveland had undoubtedly the most extensive exhibit. They showed a great variety of cars of all sizes and capacity from one-half ton to

"PAD SORENESS"

Gets to the horse about this time of the year—and of course, off must come the pads.
To cure this soreness—this tenderness or lameness—put on

Walpole

RUBBER HEELS FOR HORSES

which do all for the horse's foot that the bar shoe can do, and also in addition all that the rubber heel was intended to do.



That clean-fitting spring steel plate both protects the frog, and prevents the rubber from becoming floppy and spongy after being wet a few times.

Then again, this spring steel plate not only relieves soreness, but keeps the horse's foot in good condition, because there is nothing soft or soggy to jam up against bruises, corns or tender spots.

See that your horse shoer uses **Walpole Rubber Heels**—the only heel possessing the spring steel plate.

Remember that our Veterinary Department is at your service free of charge for all foot troubles. Write us the facts and you will receive personal advice from high authority.

WALPOLE RUBBER CO.

185 Summer Street, BOSTON, MASS.

USE ONLY U. S. HAMES—THEY ARE STANDARD QUALITY.

three tons. They also showed delivery wagons and express wagons.

Besides a firm from the eastern part of the state of Pennsylvania had a large five-ton truck on exhibition, which attracted a great deal of attention. It belonged to the Mack Manufacturing Company of Allentown, Pa.

The Packard Motor Truck Company had a large exhibit of ambulance wagons, fire department vehicles and patrol wagons in their space, which attracted a great deal of attention by their excellent finish and design.

The Lyon motor truck had many admirers on account of the fact that it was claimed to be the only truck at the show manufactured by a Pittsburgh company.

Many of the local team owners visited the show and were greatly interested.

This is the time of year when the festive furniture mover comes to the conclusion that a day ought to have more than twenty-four hours.

Motor And The Horse.

The extent to which the horse is being supplanted by motor-propelled vehicles may be appreciated when it is said that a careful investigation shows that about 70 per cent. of the automobiles now running are used for business purposes. The auto is, of course, employed largely for pleasure trips and will continue to be; but its rapid progress in the field of business activities is most remarkable.

In view of the enlargement of the automobile industry, what will become of the horse is an interesting query. It is safe to predict, however, that this noble animal will not be wholly relegated to obscurity. He is wanted still by a large number of persons who enjoy driving or riding. He is needed for other pastimes, such as hunting and racing, and he will always be indispensable on the farm. Until the coming of universal peace he must be raised and used for army purposes.

ST. LOUIS TRANSFER COMPANY, ST. LOUIS, MISSOURI,

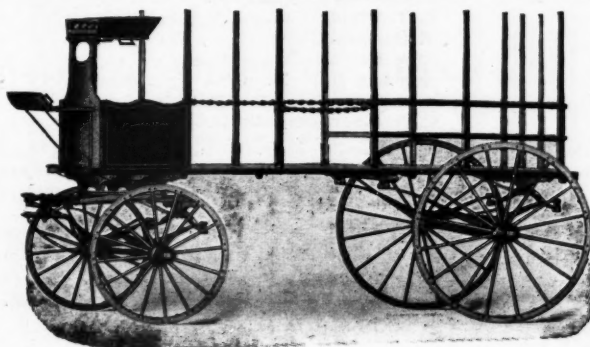
Agents For All Railroads Terminating at East St. Louis and St. Louis.

GENERAL RECEIVERS AND FORWARDERS,
RECONSIGNMENT AND DISTRIBUTING AGENTS,
EXTENSIVE STORAGE WAREHOUSES,
PASSENGER VEHICLES TO AND FROM UNION STATION,
BAGGAGE CHECKED FROM RESIDENCES AND HOTELS,
BAGGAGE AGENTS ON ALL INCOMING TRAINS.

General Office: 400 SOUTH BROADWAY.

Passenger Office: 506 CHESTNUT STREET.

G. J. TANNEY, PRESIDENT AND GENERAL MANAGER.



DO IT NOW!

Write for Catalog No. 40 which includes the

**SYCAMORE LINE OF
Stake Trucks**

—AND—

**Express Wagons
SYCAMORE WAGON WORKS**

112 Edwards Street, Sycamore, Ill.

LAUGH AND THE WORLD LAUGHS WITH YOU

EARLY EVIDENCE.

"Why did you chop down my cherry tree, George?"

"Because it was shading yonder plum tree, father."

Then it was that Mr. Washington first realized that he was the father of a future statesman.

A GREAT MISTAKE.

"I chopped down many a promising tree when I was a lad."

"Yet never got mentioned for the Presidency, hey?"

"No; but it may have been my fault. I never told the truth about it."

HERE WE ARE AGAIN.

Young George, he took a hack one day

At a fine tree.

Who drove that hack?

Alas, alack!

Is that old witticism back?

Oh, hully gee!

A BELATED STORY.

"This is a good anecdote about George Washington," remarked the editor, "but it seems strange that it has never been in print before."

"Not at all," explained the occasional contributor. "I only thought of it a few days ago."

Doctor: "Oscar, I ship a great many boxes of medicine by express. Now tell me the difference between a consignee and a consignor."

Oscar: "I dunno."

Doctor: "Well, Oscar, when I go into an express office, and wish to ship a box of medicine, I am a consignor. Now what is the man to whom I ship that box of medicine?"

Oscar: "He's a dead one."—Express Gazette.

WELL! WELL!

Jinks—Jobson went out horseback riding this morning, but he's been running an auto so long that he's forgotten all about horseback riding.

Blinks—How so?

Jinks—Why, when the horse balked he crawled underneath it to see what was the matter.

The name of Spohn's Horse Remedy has become so familiar to horse owners during the last fifteen years that it is now considered a household word and there are few team owners who do not know the great value of it. For cough, influenza, distemper, pink-eye and heaves Spohn's liquid compound has become a standard remedy and in a large stable a team owner should be constantly provided with a supply.

"MEN WHO KNOW"

USE THE

NATIONAL OAT CRUSHER

Does it mean a great deal to YOU, the prospective buyer of an Oat Crusher, that such people as the

Standard Oil Co., 30 Crushers
Burns Bros., 3 Crushers
J. Rhinefrank Co., 2 Crushers
Consolidated Gas Co., 2 Crushers
Degnon Contracting Co., 2 Crushers
Z. T. Piercy Co., 2 Crushers
McDermott Dairy Co., 3 Crushers
John Bell Co., 2 Crushers
Hencken & Wellenbrock, 2 Crushers
Beakes Dairy Co., 2 Crushers
L. A. Cushman Baking Co., 2 Crushers

and many others like them, all successful horse owners and each of them possessed of large experience in horse feed are among the 400 satisfied users of NATIONAL Oat Crushers in New York City alone?

We will ship the "National" anywhere on a 30 day trial.

\$50.00 to \$150.00

BELLOWS & AVERY CO.

309 BROADWAY, NEW YORK.

"CAPEWELL" HORSE NAILS HOLD BEST

The best holding nail saves needless trouble and expense for Horse Owners.

"The Capewell" has for years been found strong enough to stand the severest strains in actual service. Its reliability, safety, economy and superior driving qualities are acknowledged by the majority of horseshoers in the United States.

The best horse nail in the world at a fair price—not the cheapest regardless of quality.



The Check Mark on the Head of each "Capewell" Nail distinguishes it from all other brands.

NO POOR STOCK USED

in "Capewell" nails. For over a quarter of a century the makers of the "Capewell" have continuously used the same brand of Swedish Iron. It cost more but makes the best nails.

Ask your shoer to use "Capewell."

MADE BY

THE CAPEWELL HORSE NAIL CO.
HARTFORD, CONN., U. S. A.

Largest Makers of Horse Nails in the World

MICA

AXLE GREASE

The Grease That
Stays On—
Never Rubs Off or Gums

Mica Axle Grease forms an almost permanent coating of mica on the spindle and axle box. It is the ideal wagon lubricant.



Dealers everywhere.

For Sale By

The Atlantic Refining Co.

(Incorporated)

PHILADELPHIA, PA.

PITTSBURGH, PA.

The Breen Patent Adjustable Derrick



THE
GREATEST AND SAFEST DEVICE
EVER INVENTED

FOR

Hoisting Pianos, Safes, Etc.

ALSO

**Piano Lifting Belts, Piano Covers,
Pulley Blocks, Plymouth Rope,
Piano Slide Trucks.**

ALL KINDS OF

**Safe, Piano and Machinery Movers
Tools.**

1 City Square,
Bunker Hill
District.

Wm. H. Breen, BOSTON, MASS.

TRANSFER COMPANIES' DIRECTORY.

Names and Addresses of Prominent Transfer Firms and Forwarders of Freight From All Parts of the Country.

BOSTON, MASS.

"WE MOVE EVERYTHING."

R.S. Brine Transportation Co.

43 India Street,

TRUCKING, FORWARDING AND RIGGING,

BUFFALO, N. Y.

**THE BUFFALO STORAGE
AND CARTING CO.**

Unsurpassed Facilities for Storing, Handling, Transferring and Forwarding Goods.

BUFFALO, N. Y.

Niagara Carting Co.

223 Chamber of Commerce.

GENERAL CARTAGE & STORAGE,

Transferring Car Load a Specialty.

BUFFALO, N. Y.

O. J. Glenn & Son

EVERYTHING IN THE LINE OF MOVING,

CARTING, PACKING, STORAGE.

Office, 43 Church Street.

CANTON, OHIO.

Cummins Storage Co.

310 East Ninth Street,

STORAGE, DRAYING, PACKING AND
FREIGHT HANDLING A SPECIALTY.

Unsurpassed Facilities for Handling Pool
Cars

CHICAGO, ILL.

Bekins Household Shipping Co.

Shippers of

Household Goods and Emigrant Movables Only.
Reduced Rates to Pacific Coast & Colorado

Offices—First National Bank Building, Chicago, Ill.
148 So. Broadway, Los Angeles, Cal.
1514 and Mission Sts., San Francisco, Cal.
1916 Broadway, Oakland, Cal.

CINCINNATI, OHIO

FENTON

Transfer and Rigging Co.

441, 443, 445 & 447 East Pearl St.

We have 92 wagons of all descriptions.

Telephones: Canal 970 & 971

Sunday and Night Call, Canal 2818-x

CLEVELAND, OHIO

**The General Cartage
and Storage Company.**

No. 1111 Superior Viaduct.

CARTAGE, STORAGE & PARCEL DELIVERY

Car Loads Distributed and Forwarded.

COLUMBUS, OHIO.

"We Deliver The Goods"

The American Delivery Co

352 N. High St.

Transfer. Storage.

Forwarding.

H. G. Stouffer, Manager.

DENVER, COL.

PECK DELIVERY COMPANY

S. C. PECK, Proprietor.

Manufacturers' Agents and Distributors.

STORAGE, PACKAGE DELIVERY.

Distribution of Large or Small Con-
signments a specialty.

DENVER, COL.

**THE WEICKER
TRANSFER AND STORAGE COMPANY,**

Office, 1038 Seventeenth St.

Warehouses, { 1133-37 Ninth Street.

{ 1429-39 Wewatta Street.

Distribution of Car Lots a Specialty.

DES MOINES, IOWA.

**BLUE LINE TRANSFER
& STORAGE COMPANY.**

GENERAL STORAGE, CARTING,
PACKING AND SHIPPING.

FIRE PROOF WAREHOUSES

DES MOINES, IOWA.

**MERCHANTS TRANSFER AND
STORAGE CO.
WAREHOUSEMEN**

AND

FORWARDERS.

General Offices: . . . Union Station

DETROIT, MICH.

THE READING TRUCK CO.

Office & Warehouse, Sixth & Congress Sts.

GENERAL CARTAGE AGENTS,

For Wabash and Canadian Pacific Railways.

**SUPERIOR FACILITIES FOR HAULING AND
ERECTING ALL KINDS OF MACHINERY.**

ERIE, PA.

**THE ERIE STORAGE
AND CARTING CO.**

Two Warehouses located on
Trackage of L. S. & M. S. R. R.

The Only Exclusive Warehousemen.

FORT WAYNE, IND;

Brown Trucking Co.

Moving, Carting, Storage and

Distributing,

125 W. Columbia Street.

FORT WORTH, TEXAS.

BINYON TRANSFER & STORAGE CO.

FRONT AND THEROCKMORTON STS.

Receivers and Forwarders of Mer-
chandise. Furniture Stored, Packed
Shipped and Moved.

Hauling of Safes, Machinery and Freight
a Specialty. Telephones 187-

HARTFORD, CONN.

The Bill Brothers Co.

TRANSFER & STORAGE,

Special Facilities for Moving Mach-
inery, Safes, Furniture, Pianos, etc.
STORAGE WAREHOUSES with separate
apartments for Household Goods, and
Railroad Siding for Carload Shipments

HELENA, MONT.

Benson, Carpenter & Co.

RECEIVERS & FORWARDERS

Freight Transfer and Storage Warehouse

Handling "Pool" Cars a Specialty

TRUCKAGE FACILITIES

HOLYOKE, MASS.

THE

Sheldon Transfer Co.

Express Trucking, Heavy Teaming,

General Forwarders.

LEOMINSTER, MASS.

W. K. MORSE,

Light and Heavy Trucking of All Kinds,

Office and Stables, rear 83 Mechanic St.

Residence, 147 Whitney St.

When answering advertisements please mention THE TEAM OWNERS REVIEW.

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COTTER**Transfer and Storage Co.**

General Hauling and Storage.

MILWAUKEE, WIS.

Kinsella Transfer Co.

617 CLINTON ST.

WE MOVE EVERYTHING.
ALL KINDS OF TEAMING.

MINNEAPOLIS, MINN.

CAMERON'S**Transfer & Storage Co.**

200 Nicolet Avenue.

Unsurpassed facilities for Storing,
Handling, Transferring and
Forwarding Merchandise
and Household Goods.

NEW HAVEN, CONN.

The Peck & Bishop Co.,Offices, 183-185 Orange St., 25 Union St.,
Passenger Depot.Best of Facilities for Moving Furni-
ture, Pianos, Safes, Machinery, Etc.
STORAGE WAREHOUSE.

NEW LONDON, CONN.

B. B. GARDNER,

18 Blackhall Street,

Piano and Furniture Packer,
Mover and Shipper.Safe Mover.
Freight and Baggage Transfer.
STORAGE.

NEW YORK, N. Y.

The Meade Transfer Co.

GENERAL

FREIGHT FORWARDERS.Transfer Agents of the
Pennsylvania R. R. and Long Island R. R.
MAIN OFFICE, P. R. R. PIER, 1 N. R.

OIL CITY, PA.

CARNAHAN**TRANSFER & STORAGE CO.****STORAGE AND PACKING.****PIANO MOVING A SPECIALTY.**

PHILADELPHIA, PA.

ALL KINDS OF HAULING PROMPTLY ATTENDED TO

MICHAEL DOYLE

United States Bonded Teamster

OFFICE: 18 S. Delaware Avenue
BOTH PHONES

PITTSBURGH, PA.

HAUGH & KEENAN,**Storage and Transfer Co.**

Centre and Euclid, E. E.

PITTSBURGH, PA.

W. A. Hoeveler Storage Co.

General Office, 1150 Penn Ave.

Packers, Movers, Storers and Shippers of Works
of Art, Furniture and Household Goods.

PITTSBURGH, PA.

Weber Express & Storage Co.

4620 Henry Street,

Moving, Packing and Storing of
Furniture and Pianos.
General Hauling.

PITTSBURGH, PA.

SHIELDS**Transfer & Storage Co.**General Office, 4759 Liberty Avenue,
Packers, Movers, Storers and Shippers of
Furniture, Pianos and all classes
of Household Goods.

PITTSBURGH, PA.

818 W. Diamond St., North Side.

J. O'NEIL**Express and Storage,**Unsurpassed Facilities for Storing,
Handling, Transferring and
Forwarding Goods.

PITTSBURGH, PA.

SHERRY TRANSFER**MOVING & GENERAL HAULING**

Office 945 Penn Avenue,

J. T. SHERRY.

PORTLAND, MAINE.

CHASE TRANSFER CO.

GENERAL FORWARDING AGENTS

Eastern Steamship Co., Maine Steamship
Co., Grand Trunk Ry.
Special attention to Carload Consignment.

FRANKLIN WHARF,

PORTLAND, ORE.

NORTHWESTERN TRANSFER

COMPANY,

64 and 66 Front St.

General Forwarding Agents,

Special Attention Given To Pool Cars.

ROCKFORD, ILL.

Red Line Transfer & Storage.

M. H. LORDE, Prop.

We Store, Pack and Ship Household Goods
on Short Notice. Pianos a Specialty.
Local Agents of the American Forwarding Co.OFFICE: 318 S. Main St. WAREHOUSE:
206-214 N. Water St.

SAN ANTONIO, TEX.

HENRY C. RIPS,

304 EAST SIDE ALAMO PLAZA.

Piano, Furniture Moving, Packing,
Storing; Correspondence Solicited.

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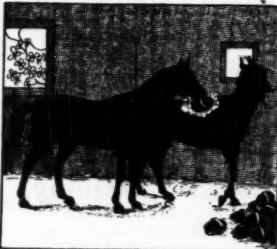
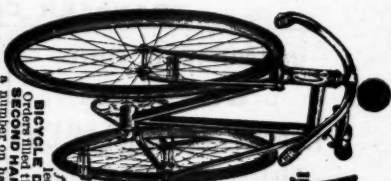
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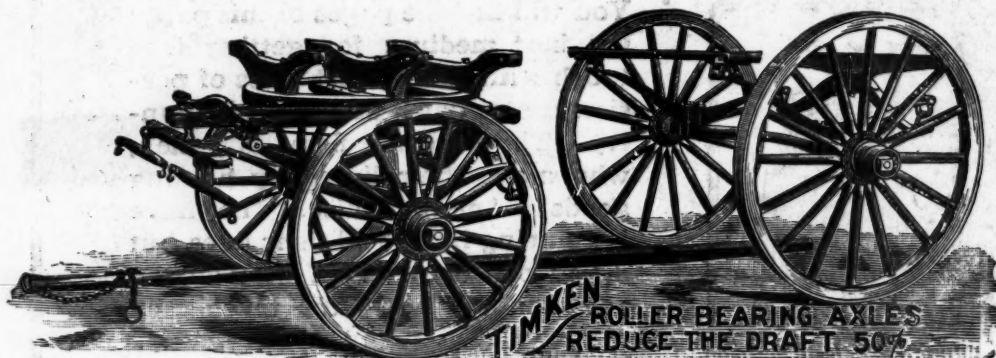
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